

Amendments to the Specification:

Please replace the paragraph beginning at page 3, line 23, with the following amended paragraph:

The compression cylinder 14 has a pair of half circular compression rotors 28 attached to the crankshaft 24 with a compression vane 30 that is slidably secured and extends through the crankshaft 24 between the compression rotors 28. The compression rotors 28 have semi-conical ports 32 located on the sides of the compression rotors 28 in communication with separating wall 18 and tapered toward inlet wall 20. The rotors 28 and compression vane 30 are contained within a compression chamber 34 which preferably has an epicycloidal shape. The chamber 34 has a first compression axis 35 that extends from point A or the 0° position where the rotors 28 contact the chamber wall 36 through the rotational axis of the crankshaft 24 to the opposite side of the chamber 34. At the first axis 35, the diameter of the vane 30 is such that the ends of the vane engage the chamber wall 36 at opposite sides, separating the chamber 34 into two sub chambers 34A and 34B as shown in Fig. 5. As the crankshaft 24 rotates, the vane 30 sweeps the chamber wall 36 creating three sub chambers 34A, 34B, and 34C as shown in Fig. 6.

Please replace the paragraph beginning at page 4, line 18, with the following amended paragraph:

The combustion cylinder 16 also has a pair of half circular combustion rotors 44 attached to the crankshaft 24 with a combustion vane 46 that is slidably secured and extends through the crankshaft 24 between the combustion rotors 44. The combustion rotors 44 also have semi-conical

ports 48 located on the sides of the combustion rotors 44 communicating with separating wall 18 and tapered toward the exhaust wall 22. The combustion rotors 44 and combustion vane 46 are contained within a combustion chamber 50 which preferably has an epicycloidal shape. The combustion chamber 50 has a first combustion axis 51 that extends from point D, or the 0° position, where rotors 44 contact chamber wall 52 through the rotational axis of the crankshaft 24 to the opposite side of the chamber 50. At the first combustion axis 51, the diameter of vane 46 is such that the ends of the vane engage the chamber wall 52 at opposite sides.

Please replace the paragraph beginning at page 5, line 23, with the following amended paragraph:

In operation, as crankshaft 24 rotates, the compression cylinder 14 receives air, or an air fuel mixture, from the intake slot 60 of the inlet wall 20 into the intake section 38 of the ~~combustion~~compression chamber 34 as the ~~combustion~~compression vane 30 rotates from the first ~~combustion~~compression axis 35 at point A to a second ~~combustion~~compression axis 66 that extends from point B through the crankshaft 24 at the opposite side of the chamber wall 36. Specifically, as compression vane 30 sweeps from first compression axis 35 to second compression axis 66, semi-circular port 32 in compression rotor 28 aligns with intake slot 60 in intake wall 20. The air, or air and fuel mixture, is then compressed in the compression section 40 of the compression chamber 34 as the vane 30 rotates from the second compression axis 66 to the third compression axis 68 that

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extends from point C through the crankshaft 24 to the opposite side of the chamber wall 36.